

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

SUBJECT Equipment of Locomotives with
a So-called Dead Fire Grate

DATE DISTR. 8 May 1951

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- In order to arrive at the reduction of the specific fuel consumption provided for in the Five-Year Plan, and in order better to utilize the coal burned by locomotives, the coal conservation methods applied by activists among the locomotive personnel will have to be generally introduced. The experience with the dead fire grate, which was borne out by scientific measurements, has shown that coal consumption can be reduced by more than 10 percent. The utilization of the dead fire grate offers the additional advantage of stopping the discharge of burning cinders from the ash pit. The new device will also prolong the life of the fire box, since preheated air only will be introduced into it.

- Measures for the equipment of all shunting locomotives and those of the 33 and 57 series with dead fire grates will be initiated in each railroad district without delay. The locomotives used on lines of the former privately owned railroads and on branch lines will also be equipped with such modified grates, since these locomotives have an especially high fuel consumption. The results of trial runs with measuring equipment have shown that a spacing of 24 mm is most economical for grates. If no fire clay is available for the preparation of the dead fire grate, the use of slag or crushed bricks is recommended. However, firebricks are at present available in adequate quantities in the Kirchmooser Central Plant and can be requisitioned from there for the preparation of dead fire grates. The various railroad districts are entitled to draw the following quantities of fire bricks:

Berlin	7,000 each	Greifswald	5,000 each
Cottbus	4,000 each	Halbe	10,000 each
Dresden	7,000 each	Magdeburg	2,000 each
Lehrte	3,000 each	Schwerin	5,000 each

- Shunting locomotives and such of those of the 33 and 57 series, as well as those operating on branch lines, will be reequipped according to the following time schedule:

25 percent of the locomotives by 10 March 1951.
50 percent of the locomotives by 20 March 1951.
100 percent of the locomotives by 31 March 1951.

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4. In view of the importance of the coal conservation measures for the fulfillment of the Five-Year Plan, all railroad department and section chiefs are held responsible for speedy compliance with this Decree. *

* **Comment.** The directive mentioned was adopted at the Second Traffic Conference held in Halle from 2 to 4 February 1951. The measure is designed to reduce the consumption of coal on the Soviet **Zone** railroads. Approximately 20,000 metric tons of coal are now being consumed daily.

The reduction of the amount of flying cinders discharged from the fire box of brown coal-burning locomotives will also increase the life of ties. The limitation of this thermo-technical device to shunting locomotives indicates that it is not suitable for high-performance locomotives. The number of shunting locomotives is unknown. On 31 December 1950, the following type 38 and 57 locomotives, which, as indicated above, are also to be equipped with dead fire grates, were available in the Soviet Zone of Germany:

- a. Type 38 locomotives (passenger train locomotives):
 - State-owned locomotives: 740; 116 of which were damaged.
 - Foreign locomotives: 154; 150 of which were damaged.
- b. Type 57 locomotives (freight train locomotives):
 - State-owned locomotives: 116; 7 of which were damaged.
 - Foreign locomotives: 32; 31 of which were deadlined.

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